

ST. PAUL NEWS.

A WHOLESALE PRESIDENT.

Vanderbilt Proposes to Have One President for All His Roads.

The Fargo Southern Railroad Contracting for Constructing Material.

Changes of Time on the Royal Route—Other Local Rail Notes.

Mr. Odell, of the Northern Pacific road, has returned.

C. Tower, president of the Duluth & Iowa Range road, is in St. Paul.

B. C. Meddough of the Detroit, Grand Haven & Milwaukee road is in St. Paul.

Eril Darling, general agent of the White Line Transit company at Boston, is in the city on his Dakota City homestead.

F. H. Capron, passenger agent of the Grand Trunk, and J. H. Whitman, general western passenger agent of the Niagara Short line, are in St. Paul.

Commencing May 1 the St. Paul & Stillwater road will sell round trip tickets between St. Paul and Stillwater for \$1.00, and from Minneapolis to Stillwater for \$1.25.

Yesterday the first party of emigrants from Germany, seventy-five in number, passed through St. Paul, en route to the Northern Pacific road, Grand Forks and Grafton.

The earnings of the St. Paul & Duluth road for the first week of the April are \$20,114.63.

The corresponding week last year they were \$17,721.00. This shows an increase of \$2,393.63.

The St. Paul & Omaha road will sell round trip tickets for \$1 from St. Paul to Stillwater and return, to those who desire to go to Stillwater to see the first game of ball between the St. Paul and Stillwater clubs, on Saturday next. One dollar for both ways.

The Chicago & Northwestern road has issued a circular giving notice that the tariffs giving rates on emigrants movables from Chicago, Milwaukee, Racine, Rosharon Junction and Kenosha to points on the Northern Pacific road, and St. Paul & Manitoba road are withdrawn and cancelled, being superseded by Northwestern Traffic association of April 1.

A variation of \$200,000 has been discovered between the Canadian Pacific books and the customs accounts. The discrepancy occurred prior to 1883. The company's books show that amount was paid in duties, of which invoices and duties give no trace. It is not known who is responsible, but the minister of customs will probably investigate.

Col. C. G. Thompson, from Lafayette, Ind., with 60 head of stock for his farm of 2,000 acres at Clifford, and twenty-five settlers, passed through St. Paul yesterday. He reports that great interest is manifested in Lafayette and the country around that place in regard to the Red River country and northern Dakota. He has no doubt that many of the other people will come out into the Red River country this season from the vicinity of Lafayette.

The Chicago, Milwaukee & St. Paul road has put upon its splendid road the latest and most improved Pullman palace sleepers with luxurious smoking rooms. These beautiful and elegant vehicles are not put upon some of the trains, but on trains running between St. Paul and Chicago. This fine road is never behind on anything that ministers to the comfort and convenience of its army of patrons. The sumptuous palace sleepers are ahead of anything now in use on railroads and will be fully appreciated.

Chicago, Tribune, April 23.—The Chicago, Burlington & Quincy line is now running lines in the service of his road, and not, as is popularly supposed, employed by the Northern Central. He declares that they are working to head off the latter road, and that the Omaha road, backed by the Northwestern, is expected to give the Nebraska Central battle.

Commissioner Bogue expects to be ready to make the award of percentages for the roads in the Northwestern Traffic association about May 1. He has made a trip of inspection over the various roads in the association and is now considering the arguments submitted to him some time ago. Before making the award he will yet visit Milwaukee and Racine and inspect the facilities of those points. The award of lumber differentials from the various points of supply to the Missouri river points will also be made until Mr. Bogue has fixed the percentages for the Northwestern Traffic association.

Burlington, Cedar Rapids & Northern Central.

Mr. C. J. Ives, general manager of the Burlington, Cedar Rapids & Northern railway, states that the contracts for the construction of the recently authorized extension of his road have been awarded and construction has already commenced. The most important of these is the line from Lake Park to Sibley; thence to Luverne, Minn.; thence to Pipestone, and from this point in a north-westerly direction toward Watertown. The total length of this line is 150 miles, and it will be completed as speedily as possible.

Construction is also progressing on the branch from Clinton, Iowa, to the main line of the Burlington, Cedar Rapids & Northern, which will give the Chicago, Burlington & Quincy a direct line from Chicago to Minneapolis & St. Paul via the Burlington, Cedar Rapids & Northern and Minneapolis & St. Louis railroad.

Another branch is being built from a station on the Pacific division named Downs through Belmont to Forest City, Iowa, about fifty miles in length. Altogether the Burlington, Cedar Rapids & Northern will build about 260 miles of new road.

A General President of All Vanderbilt Lines.

It is thought that Mr. Vanderbilt will appoint a general president over all his lines. It has been an open secret amongst Mr. Vanderbilt's friends for the last two years that he wished to be relieved of the cares of office. He proposed his resignation from the presidency of his various lines last year with this end in view—an act, however, that when done gave him but little relief.

By the new move he will appoint a person to represent him, from whose command there will be no appeal, and whose word will be as absolute as Mr. Vanderbilt's own. The annual meeting of the corporation will occur within sixty days, and as changes in the management are possible, it seems to me more appropriate to leave that for the new board of directors to deal with. The company's officers have endeavored to bring the company through the very critical condition in which it has found itself into one of undoubted solvency, to adjust and pay the floating indebtedness which has proved to be much larger than had been anticipated, and generally to bring affairs into a snug condition. A much larger part of this work has been accomplished than was expected to be seen how far the development of the northwestern territory will make good the expectations which led to the organization of the company.

The Syndicate Block.

The syndicate has commenced the work of excavation on the southwest corner of Seventh and Cedar streets, for the erection of a forty story business block, to contain four 90 by 25 feet stores on Seventh street and one the same size on Cedar, with a thirty-five foot alley way into the structure on the latter street. The new block is to be built of brick with a stone foundation, and will be pushed forward to completion rapidly.

What St. Paul & Omaha Officials Said.

Assistant State Insurance Commissioner Chas. A. Shandrew is absent at New Orleans for several weeks on business.

CITY AFFAIRS.

Fourth Street to be Paved with Cedar Above Jackson.

Terrence Kenny Confirmed as One of the Fire Commissioners.

Police Changes Reported and a Variety of Council Business.

The city council transacted the following business last night:

BOARD OF PUBLIC WORKS.

This board was directed to have the following work done: To pave Fourth street from Jackson street to Seventh street with cedar blocks; to grade Hudson avenue from Hoffman avenue to Earl street; open, widen and extend Clark street from Cliff street to Lexington avenue; open, widen and extend Trout street.

The same board was directed to investigate and report, as to grading the alley through block 1, of Effell, Bernheimer & Arnold's addition; as to a sewer on Lisbon street from Douglas to Western avenue; and as to grading Arch street from Rice street to Jackson.

THE VOTING PLACES.

It was resolved that the voting place of the second and third precincts of the First ward and the first precinct of the second ward be changed from where they have heretofore been held and hereafter be held, and hereafter the voting places shall be as follows:

The second precinct of the First ward shall be at the northeast corner of Thirteenth and Broadway streets; the first precinct of the First ward shall be at No. 755, and the first precinct of the Second ward shall be at the street of the jail building.

It was resolved that the voting place of the fifth precinct of the Fourth ward be changed from the corner of Western avenue and Thomas street to the barber shop of Thomas Stockard at No. 493 University street. This place is about 100 feet east of Mackubin street.

THE FIRE COMMISSIONER.

The appointment by the mayor of Terrence Kenny, a member of the fire commissioners' board in place of Patrick Bowlin, that at a former meeting of the council was referred to the committee on fire department, was called up by Ald. Smith, but it was concluded that it would be necessary to reconsider the motion by which it was so referred before action upon it could be taken, reconsideration was therefore voted, and then a vote was taken on the confirmation. Mr. Dowlan was excused, and on the roll being called, the vote stood as follows:

Yeas—O'Connor, Otis, Smith, Johnson, Van Slyke, Starke—15.
Nays—St. Peter—1.

MISCELLANEOUS.

A communication was received from the mayor appointing James Werrick as a policeman in place of W. J. Reilly resigned; and that he had reappointed Maurice Auerbach, J. P. Pond, and H. L. Carver as members of the board of directors of the St. Paul library, to hold office from the 1st day of May, 1884, till May, 1887. All the nominations were confirmed.

The mayor was authorized to employ two young men until Nov. 1st, 1884 at a salary not to exceed \$30 per month each, to assist in driving cattle, and the chief of police is requested to enter the names of the men on his pay roll.

Joseph H. Willoughby was authorized to repair a wooden building.

Oswald was allowed to raise the roof of a dwelling house on the northerly half of block 5, Rice & Irvine's addition.

The matter of changing the grade of Jo-sette street from Nelson avenue to Iglehart street was indefinitely postponed.

The city engineer sent in a communication stating that the bridge leading from the Seventh street embankment north along Brook street down into the Trout Brook valley was unsafe. Referred to the engineer with power to act.

C. T. Tillinghast was authorized to repair a wooden building on lot 5, block 41, Kittson's addition.

The matter of constructing sewers on Western avenue and other streets on St. Anthony hill was referred to the committee on ways and means.

The grading of Cherokee avenue was referred to the committee on streets.

The owners of property on Fifth street between Sibley street and Jackson street were authorized to pave that street between Sibley and Jackson with blocks of Sioux Falls Jasper stone under the direction of the city engineer.

The city engineer is to report at the next meeting of the council an estimated cost of grading Smith Park.

The committee on parks are authorized to make such necessary improvements on the parks of the city as the committee may deem proper, not to exceed the following sums: City Park, \$10,000; Riverside Park, \$300; Summit Park, \$800; estimated average, \$11,000.

A request was made to allow certain citizens to grade a certain part of University avenue from Dale street to the city limits upon which they are allowed to drive horses of the Missouri river ordinance, \$100,000.

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The following petitions and memorials were presented and referred:

By Senator Farley and Miller, California, a joint resolution of the legislature of California, recommending the passage of the pending bill, providing for the establishment of national experimental stations, in connection with agricultural colleges.

By Senator Pendleton, resolutions of the legislature of Ohio, recommending the passage of the pending bill relating to the pensioning of ex-prisoners of the late war.

Senator Conger, from the committee on commerce, favorably, and asked unanimous consent to put it upon passage the bill providing for government control of the Sault Ste Marie Falls canal, Mich. Senator Ingalls said, the bill was too important to be considered without debate, and he would object. The bill was therefore placed on the calendar. Immediately on the disposal of the morning's business, however, Conger called the bill up again and it passed.

Senator Vest reported favorably, a bill for a bridge over the Mississippi near Sibley, Mo. Placed on the calendar.

Senator Hill reported favorably, a bill granting thirty days annual leave of absence to letter carriers. Placed on the calendar.

The senate then proceeded to consultation of bills on the calendar. The bill amending the revised statutes relating to timber deductions passed, it protects Indian reservations from unlawful cutting of timber.

The bill defining the title and duties of certain officers of the medical department of the army, passed. It prescribes that six officers of that department, having the rank of colonel, be styled assistant surgeons general, and officers with the rank of lieutenant colonel be styled deputy surgeons general. The rank and pay of all remains as at present.

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The chair laid before the senate the special order, being the bill to establish a bureau on animal industry, to prevent the exportation of diseased cattle, and provide for the extermination of pleuro-pneumonia and other contagious diseases among domestic animals.

The house bill was substituted for the senate bill.

Senator Plumb said the cattle interests of the country were unanimously in favor of the legislation of the proposed bill.

Senator Coke severely criticised the department of agriculture for spreading false reports of the nature of the disease among American cattle. He had carefully read consular reports, and found no pretense that any animal having foot-and-mouth disease or pleuro-pneumonia had ever been landed in England or any other European country. If the bill passed, with the over-shadowing powers which it gives the commissioner of agriculture, Coke would recommend that his people get rid of their cattle as soon as possible. There was but one reason, he thought, why the agricultural department had given such wide publicity to the absurdly exaggerated reports about cattle diseases, and that was, that the department was determined to aggrandize itself at the expense of the cattle interest of the country. This bill has been twice already kicked out of the senate and should be kicked out again. The states separately were quite able to deal with their own cattle, and should not be interfered with. If the agricultural department would stop libelling the cattle of the United States no more trouble would be found with the cattle business. Our government was not a paternal one, and the people could take care of their own cattle without the interference of a paternal department. He, Coke, would favor a bill to prohibit the importation or exportation of diseased cattle, but would not vote for a bill appointing inspectors to go smelling around men's stables to hunt up cases of imaginary disease.

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